TL-10 - Idle-Reduction Program

Benefit/Cost of reducing CO_2e:
Arizona: 11.8 MMt between 2007-2020; 0.8% of 2020 emissions; -$22/ton
New Mexico: 6.3 MMt between 2007-2020; 0.7% of 2020 emissions; $4/ton
Montana: 0.093 MMt between 2007-2020
N. Carolina: 1.9 MMt between 2007-2020; 0.1% of 2020 emissions; -$22/ton

Assessment: High Priority. Bin B. 18 out of 22 votes.

This policy option can result in GHG emissions reductions and has important air quality co-benefits, particularly for school-aged children. Although some components of this policy option, such as an educational campaign, can be readily implemented, other components such as truck stop electrification systems will require greater effort over a longer period of time. The Farm Bureau cautioned of potential "unintended consequences" for farming due to the possibility of few or no options for truck stop electrification in rural areas.

School buses, developing no-idle programs for public-sector buildings, and strategies for heavy-duty trucks should be the target for idle reduction programs. A school and school disctict program should be the priority due to the low cost, ease of implementation through district networks, high visibility, large impact, and significant co-benefits. Specific methods to reduce idling in the trucking industruy and at truck stops should be studied further due to varied settings and scenarios. Most of the idling for trucking occurs overnnight and at the loading/unloading point.

Preliminary results from a heavy-duty truck efficiency and idle reduction program and other efficiency measures analysed in the Utah Energy Efficiency Strategy found significant reductions of CO_2 (547,000 tons in 2020).[9]

Currently, Utah Clean Cities is working with the National Energy Foundation to develop an idle reduction education and training pilot program for bus drivers. Ten school districts in Utah and Nevada are currently participating in the program that will launch with the 2007-2008 school year. Utah Clean Cities is also working to introduce the program through national networks.

Other idle reduction resources include:

- The Utah Transit Authority (UTA), which uses block heaters and requires drivers to shut buses off after 10 minutes of idling.

- The Argonne National Laboratory Transportation Technology R&D Center, which has a program to help reduce vehicle idling, including an idle reduction calculator.[10]

[9] Utah Energy Efficiency Strategy, preliminary results from review draft, June 2007

• The Wasatch Front Regional Council, which has also allocated funding for idle reduction.

• Salt Lake City, Salt Lake County, and Park City, which have introduced anti-idling initiatives.[11]

[10] http://www.transportation.anl.gov/research/technology_analysis/idling.html, http://www.transportation.anl.gov/downloads/idling_worksheet.xls

[11] See http://www.epa.gov/smartway/documents/420b06004.pdf, http://www.slvhealth.org/eh/pdf/rg/Regulation%2028%20H.D.pdf, http://www.slcgreen.com/pdf/signed%20Idling%20EO%208-7-07.pdf.